

**ENR 1.2 VISUAL FLIGHT RULES**

**1.2.1 Period of operating VFR Flights**

1.2.1.1 VFR flights operate during day (see ENR 1.1.3.2).

**1.2.2 Visual Meteorological Conditions – VMC**

1.2.2.1 VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table of VMC MINIMA, except when operating as a special VFR flight.

TABLE OF VMC MINIMA			
Altitude band	Airspace class	Flight visibility	Distance from cloud
At and above 3050m (10000FT) AMSL	A(**), B, C, D, E, F, G	8km	1500m horizontally 300m (1000FT) vertically
Below 3050m (10000FT) AMSL and above 900m (3000FT) AMSL, or above 300m (1000FT) above terrain, whichever is the higher	A(**), B, C, D, E, F, G	5km	1500m horizontally 300m (1000FT) vertically
At and below 900m (3000FT) AMSL, or 300m (1000FT) above terrain, whichever is the higher	A(**), B, C, D, E	5km	1500m horizontally 300m (1000FT) vertically
	F, G	5km (***)	Clear of cloud and with the surface in sight
<p>(*) When the height of the transition altitude is lower than 3050m (10000FT) AMSL, FL100 shall be used in lieu of 10000FT.</p> <p>(**) The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A Airspace.</p> <p>(***) During day:</p> <p>a) flight visibilities reduced to not less than 1500m are permitted for flights operating:</p> <p style="margin-left: 20px;">i) at speeds of 140kts IAS or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision;</p> <p style="margin-left: 20px;">or</p> <p style="margin-left: 20px;">ii) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels</p> <p>b) helicopters are permitted to operate in less than 1500m but not less than 800m flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.</p>			

1.2.2.2 Except when a special VFR clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:

- a) When the ceiling is less than 1500FT (450m), or
- b) When the ground visibility is less than 5km.

**Note:** **Ceiling:** The height above the ground or water of the base of the lowest layer of the cloud below 6000m (20000FT) covering more than half the sky. **(Broken:** Clouds covering 5/8 to 7/8 of the sky. **Overcast:** Clouds covering 8/8 of the sky)



**1.2.3 VFR minimum heights [SERA.5005(f)]**

1.2.3.1 Except when necessary for take-off or landing or except by permission from the HCAA (see GEN 1.1), a VFR flight shall not be flown:

- a) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;
- b) elsewhere than as specified in (a), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.

**Note:** The permission from the HCAA (see GEN 1.1) may be granted only for a specific flight upon specific request to operate below the above minimum heights, in accordance with the procedures notified by the HCAA for this individual flight.

#### 1.2.4 VFR Flights at and below FL195

1.2.4.1 VFR flights, within ATHINAI FIR at and below FL195, shall comply with the provisions of (EU) 923/2012, Section 8, when:

- a) operated within Class D (TMAs/CTRs) airspace;
- b) forming part of aerodrome traffic at controlled aerodromes; or
- c) operated as special VFR flights;

1.2.4.1.1 GAT VFR flights shall not be operated at transonic and supersonic speeds unless authorised by the HCAA (see **GEN 1.1**) [SERA.5005(d)].

1.2.4.2 VFR flights, within ATHINAI FIR at and below FL195, when operating in class E and G airspace are uncontrolled flights and are provided with flight information and alerting service. Terrain and obstacles clearance rest with the pilot.

1.2.4.3 For VFR flights intending to enter class D airspace, the following apply:

a) an ATC clearance shall be requested by the pilot from the appropriate ATC unit and be obtained at least 5 minutes prior to entering class D airspace. If an ATC clearance cannot be obtained, the VFR flight shall follow the published visual holding patterns, where established, or follow the issued instructions, when visual holding patterns are not available. Only in an emergency situation, necessitating immediate action, the VFR flight may enter class D airspace without a clearance and the ATC unit shall be notified, as soon as practicable, by the pilot.

The ATC clearance shall indicate:

- i) aircraft identification;
- ii) clearance limit;
- iii) route of flight and level(s) (normally in compliance with the published VFR routes and altitudes, where established); and
- iv) any necessary instructions or information.

When weather conditions necessitate diversion from the ATC clearance, the pilot shall advise the ATC unit, as soon as possible, in order to obtain a re-clearance.

- b) position *reports* shall be made to the appropriate ATC unit:
  - when entering and/or leaving class D airspace;
  - over compulsory reporting points; and
  - when requested by the appropriate ATC
- c) continuous two-way radio communication shall be maintained with the appropriate ATC unit on the prescribed frequency;
- d) cruising levels, see **ENR 1.2.12**;
- e) SSR transponder, see **ENR 1.2.8**; and
- f) flight and local procedures (see **AD 2.20** and **AD 2.22**).

1.2.4.4 VFR flights in class E airspace

1.2.4.4.1 For VFR flights in class E airspace, within MTMAs, the following apply:

- a) the flights are uncontrolled;
- b) VFR routes and altitudes, where established, are strongly recommended to be followed;
- c) position reports shall be made to the appropriate ATS unit:
  - entering and/or leaving MTMA class E;
  - when an "OPERATIONS NORMAL" message is transmitted; and
  - when requested by the appropriate ATS unit;
- d) continuous two-way radio communication within MTMAs, see **ENR 2.1.6**;
- e) cruising levels, see **ENR 1.2.12**;
- f) SSR transponder, see **ENR 1.2.8**; and
- g) flight procedures, when established (see **AD 2.22**).

1.2.4.4.2 For VFR flights within class E airspace, outside MTMAs, the following apply:

- a) the flights are uncontrolled;
- b) position reports shall be made to the appropriate ATS unit:
  - entering and/or leaving ATHINAI FIR;
  - when an "OPERATIONS NORMAL" message is transmitted; and
  - when otherwise requested by the ATS unit;
- c) continuous two-way radio communication with the appropriate ATS unit is not required;
- d) cruising levels, see **ENR 1.2.12** and
- e) SSR transponder, see **ENR 1.2.8**.

1.2.4.5 VFR flights in class G airspace

1.2.4.5.1 For VFR flights in class G airspace designated as a radio mandatory zone (RMZ), the following apply:

- a) the flights are uncontrolled;
- b) VFR routes and altitudes, where established, are strongly recommended to be followed;
- c) position reports shall be made to the appropriate ATS unit:

- entering and/or leaving the airspace class G, designated as RMZ and
- when requested by the appropriate ATS unit;
- d) continuous air-ground voice communication watch and establishment of two-way communication, as necessary, on the appropriate communication channel, in airspace class G designated as a radio mandatory zone (RMZ, see also **ENR 1.2.7.6**);
- e) cruising levels, see **ENR 1.2.12**;
- f) SSR transponder, see **ENR 1.2.8**; and
- g) flight and local procedures (see **AD 2.20** and **AD 2.22**).

1.2.4.5.2 For VFR flights in class G airspace, except airspace designated as a radio mandatory zone (RMZ), the following apply:

- a) the flights are uncontrolled;
- b) position reports shall be made to the appropriate ATS unit:
  - entering and/or leaving ATHINAI FIR;
  - when an "OPERATIONS NORMAL" message is transmitted; and
  - when otherwise requested by the ATS unit;
- c) continuous two-way radio communication with the appropriate ATS unit is not required;
- d) cruising levels, see **ENR 1.2.12**;
- e) SSR transponder, see **ENR 1.2.8**; and
- f) flight and local procedures (see **AD 2.20** and **AD 2.22**).

#### 1.2.4.6 SPECIAL VFR FLIGHTS

1.2.4.6.1 Special VFR flights may be authorized to operate within a CTR, subject to an ATC clearance. Except when permitted by the HCAA (see **GEN 1.1**) for helicopters in special cases such as, but not limited to, police, medical, search and rescue operations and fire-fighting flights, the following additional conditions shall be applied (SERA.5010):

- a) such special VFR flights may be conducted during day only;
- b) by the pilot:
  - clear of cloud and with the surface in sight;
  - the flight visibility is not less than 1500m or, for helicopters, not less than 800m;
  - fly at a speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid collision; and
- c) an air traffic control unit shall not issue a special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:

- the ground visibility is less than 1500m or, for helicopters, less than 800m;
- the ceiling is less than 600FT (180m).

**Note:** The HCAA (see **GEN 1.1**) may only specifically authorize a GAT helicopter flight upon request to operate as special VFR exempted from the above-mentioned additional conditions a), b) or c), but in accordance with specific procedures notified by the HCAA for this individual flight.

1.2.4.6.2 Standard IFR separation is provided between all IFR flights and special VFR flights and between all special VFR flights. Terrain and obstacles clearance rests with the pilot.

#### 1.2.4.7 VFR FLIGHTS AT NIGHT

1.2.4.7.1 VFR flights at night (see **ENR 1.1.3.1**) may be operated within ATHINAI FIR under permission that may be granted to the following categories, provided all requirements set out in **ENR 1.2.4.7.1.1** are met, unless any of them is not applicable:

- a) State aircraft, search and rescue operations, hospital and medevac flights, firefighting, or flights in direct connection with the above flights (i.e. return flights from operation), or
- b) Training flights/ Any other flight with special permission granted by the HCAA (see **GEN 1.1**) on regulatory level and under any specific requirements set by HASP (see **GEN 1.1**) on operational level.

1.2.4.7.1.1 In the circumstances detailed in **ENR 1.2.4.7.1 (a)** and **(b)**, VFR flights at night are permitted by the appropriate ATS unit (see **ENR 1.2.11**) under the following conditions:

- a) submission of flight plan (see **ENR 1.10.2.1.1**);
- b) flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available;
- c) the VMC visibility and distance from cloud minima as specified in Table of VMC minima shall apply except that:
  - i) the ceiling shall not be less than 450 m (1500FT);
  - ii) the reduced flight visibility provisions specified in table of VMC minima, (a) and (b) shall not apply;
  - iii) in airspace classes D, E and G, at and below 3000FT (900m) AMSL or 1000FT (300m) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface; and
  - iv) in addition to the above provisions, over high terrain or in mountainous areas the pilot shall maintain continuous sight of the surface.

d) except when necessary for take-off or landing, or except when specifically authorised by the HCAA (see **GEN 1.1**), a VFR flight at night shall be flown along published VFR routes and altitudes that have been established in accordance with the requirements of (i) and (ii) below.

When a flight is conducted:

- Outside published VFR routes and altitudes or
- Within TMAs/MTMAs where VFR routes and altitudes have not been established or
- Outside TMAs/MTMAs

the flight shall be flown:

- i) over high terrain or in mountainous areas, at a level which is at least 2000FT (600m) above the highest obstacle located within 8 km of the estimated position of the aircraft;
  - ii) elsewhere than as specified in i), at a level which is at least 1000FT (300m) above the highest obstacle located within 8 km of the estimated position of the aircraft; and
- e) VFR flights at night shall operate the SSR transponder on Mode A Code 7000 and Mode C.

1.2.4.7.2 VFR flights at night are conducted according to the rules applicable in each case, whether operating in controlled or uncontrolled airspace, and subject to the restrictions and specific requirements for each class of airspace (see **ENR 1.2.4.1**, **ENR 1.2.4.2**, **ENR 1.2.4.3**, **ENR 1.2.4.4** & **ENR 1.2.4.5**)

1.2.4.7.3 The departure and arrival of VFR flights at night occur at aerodromes which, according to the design and operation technical rules governing infrastructure, whether they are of public or restricted use and whether they are controlled or uncontrolled (including aerodromes where no air traffic services are available), fulfill the requirements for this type of operation as ascertained by means of the certification, licensing or any other decision regarding compliance with those rules made by the National Competent Authority.

1.2.4.7.4 When no meteorological or air traffic services are available at the departure and/ or destination aerodrome, the pilot shall assess that the visibility conditions for take-off and/ or landing are met, without assistance.

1.2.4.7.5 Special VFR flights at night within a control zone are not permitted.

1.2.4.7.6 Except for flights prescribed in **ENR 1.2.4.7.1 (a)** and **(b)**, change from IFR to night VFR is not permitted.

1.2.4.7.7 Night VFR to IFR is permitted, provided that the pilot holds an IFR rating and the aircraft is adequately equipped.

**Note 1:** Mountainous area means an area of changing terrain profile where the changes of terrain elevation exceed 3000FT (900m) within a distance of 10 NM (18,5 km).

**Note 2:** VFR flights at night shall be conducted in cruising levels as prescribed in **ENR 1.2.12** and the lowest usable flight level shall be 500FT above the published IFR cruising levels (see **ENR 3.1** and **ENR 3.2**), unless otherwise indicated in ATC clearances.

**Note 3:** The mobile phone number of the pilot-in-command shall be inserted in the space reserved for additional requirements of ICAO FPL form.

## 1.2.5 VFR Flights above FL195

1.2.5.1 VFR flights shall not be operated above FL195.

1.2.5.1.1 Exceptions to the above requirement are the following:

a) an airspace reservation has been established, where practical, under permission by HASP (see **GEN 1.1**), in which VFR flights may be allowed (see **ENR 1.2.9**); or

b) airspace up to and including flight level FL285, when VFR traffic in that airspace has been authorised by the responsible ATS unit in accordance with the following authorisation procedures established by the HCAA (see **GEN 1.1**):

i) VFR flights flying above FL195 up to FL285 included [Class C airspace (see **ENR 1.4**)] are controlled flights and shall comply with the provisions of (EU) 923/2012, Section 8.

ii) The above flights are authorized to operate within:

- ATS routes, subject to the approval of the appropriate ATS unit, in respect to safety, capacity and the effect on the ATS network as a whole. A previous arrangement with the appropriate ATS unit shall be made to determine the routes, flight levels and reporting points of the flight. Consequently, VFR access to the ATS route structure is only likely to be permitted in exceptional circumstances.

- Reserved areas, as predefined, under permission for such flights by HASP (see **GEN 1.1**).

iii) VFR flights above FL195 up to FL285 shall fly in weather conditions equal or greater than VMC Minima on pilot's responsibility.

iv) The airworthiness and the flight manual indicate that an IFR flight is permitted and the pilot-in-command holds a valid instrument rating license.

v) A pilot who has filed an IFR flight plan shall not be able to subsequently cancel it and become a controlled VFR flight above FL195 up to FL285 included.



vi) VFR flights in cruising levels when operated above FL195 up to FL285 included shall be conducted at an IFR flight level appropriate to the track as specified in the table of cruising levels [(EU) 923/2012, Appendix 3].

1.2.5.2 VFR flights above FL285

1.2.5.2.1 VFR flights above FL285 are not permitted within HELLAS UIR due to RVSM implementation.

1.2.5.2.2 Exception to this requirement is the following:

Only OAT VFR flights engaged in air activities within a reserved portion of airspace shall operate above FL285.

**Note:** For airspace reservation above FL285 see also paragraph ENR 1.2.9.

1.2.5.3 IFR flights are separated from VFR flights above FL195. VFR flights above FL195 are separated from IFR flights and receive traffic information in respect of other VFR flights and traffic avoidance advice on request.

1.2.5.4 VFR flights at night above FL195 are not permitted under any circumstances.

1.2.5.5 GAT VFR flights shall not be operated at transonic and supersonic speeds unless authorised by the HCAA (see GEN 1.1).

## 1.2.6 Weather deterioration below the VMC

1.2.6.1 When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, a VFR flight:

1.2.6.1.1 In Class C or D Airspace:

- a) Shall request an amended clearance enabling the aircraft to continue operating in VMC, or
- b) Shall request clearance from appropriate ATC unit to operate in accordance with Instrument Flight Rules, or
- c) Shall leave the airspace within which a clearance is necessary for the continuation of the flight, or
- d) Shall request approval to become a Special VFR flight while operating or intending to operate within or into a CTR, or
- e) Shall land to the nearest appropriate aerodrome after coordination with the appropriate ATS unit.

1.2.6.1.2 In Class E or G Airspace:

- a) Change route and/or FL or Altitude informing the appropriate ATS unit, or
- b) If following established VFR routes and Altitudes within a TMA/MTMA, shall request permission for amended route or/and altitude from the appropriate ATC unit, or
- c) Shall request approval to become a Special VFR flight while operate within or into a CTR, or
- d) Shall request clearance from the appropriate ATC unit, to operate in accordance with the instrument flight rules, or
- e) Shall land to the nearest appropriate aerodrome after coordination with the appropriate ATS unit.

## 1.2.7 Communication requirements for VFR Flights

1.2.7.1 For VFR flights operating at and below FL195 outside TMAs/MTMAs, CTRs/MCTRs and ATZs a continuous two-way radio communication with the appropriate ATS unit is not required.

1.2.7.2 VFR flights operating within TMAs, CTRs/MCTRs and ATZs of controlled aerodromes, during the hours in which approach and aerodrome control service is provided, shall maintain continuous two-way radio communication with the appropriate ATC unit.

1.2.7.3 VFR flights operating within MTMAs, designated as RMZ, shall maintain continuous two-way radio communication on the appropriate communication channel.

1.2.7.4 VFR flights operating within ATZs of uncontrolled aerodromes, designated as RMZ, shall maintain continuous air-ground voice communication watch and establish two-way radio communication, as necessary, on the appropriate communication channel.

1.2.7.5 VFR flights operating within the airspace of CTRs and ATZs during AFIS provision, designated as RMZ, shall maintain continuous air-ground voice communication watch and establish two-way radio communication, as necessary, on the appropriate communication channel.

1.2.7.6 An initial call shall be made by pilots of VFR flights on the appropriate communication channel before entering a radio mandatory zone (RMZ), containing the designation of the station being called, call sign, type of aircraft, position, level and the intentions of the flight.

1.2.7.7 VFR flights at night shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available.

1.2.7.8 VFR flights operating above FL195 up to FL285 included, shall maintain continuous two-way communication with the appropriate ATC unit.

1.2.7.9 VFR flights, except State aircraft, within ATHINAI FIR/HELLAS UIR shall be equipped with 8.33 kHz channel spacing capable radio.

1.2.7.10 State aircraft, including those aircraft operating under Medical, Search and Rescue or Fire Fighting status, conducting flights within ATHINAI FIR/HELLAS UIR are exempted from mandatory carriage of 8.33 kHz channel spacing radio, provided that they

are equipped with UHF communication capability or the respective ATS service is available on 25 kHz channel spacing (see **ENR 2.1** and **AD 2.18** sections).

### 1.2.8 Operation of an SSR transponder for VFR flights

1.2.8.1 VFR flights at and below FL195 carrying a serviceable SSR transponder shall operate the transponder on Mode A Code 7000 and Mode C at all times during flight, regardless of whether they are within or outside airspace where SSR is used for ATS purposes.

1.2.8.1.1 A discrete code may be assigned by the appropriate ATC unit to VFR flights when:

- a) affecting ATHINAI ELEFThERIOS VENIZELOS, IRAKLION NIKOS KAZANTZAKIS, RODOS DIAGORAS and THESSALONIKI MAKEDONIA CTRs/ATZs;
- b) affecting the lateral limits of ATHINAI, IRAKLION, KERKIRA, RODOS and MAKEDONIA TMAs; and
- c) operating as VFR flights at night.

1.2.8.1.2 Pilots of GAT VFR flights engaged in formation join-ups are expected to continue operating the transponder until established in formation. Once established in formation, only formation leader shall operate the SSR transponder on Mode A and C. Unless otherwise instructed by ATC unit, other aircraft of the formation shall select on transponders the "STANDBY" mode.

**Note 1:** The SSR transponder operation for OAT formation flights is described in **ENR 1.1.17**.

**Note 2:** While aircraft are on the ground, SSR transponders shall be switched off, in order to avoid undesirable transponder replies. Pilots shall switch transponder "on" immediately after receiving clearance for take-off.

1.2.8.2 VFR flights above FL195 shall operate the transponder on Mode A and C, unless otherwise instructed. A discrete code shall be assigned to these flights by the appropriate ATC unit.

### 1.2.9 Reservation of Airspace

1.2.9.1 VFR flights within ATHINAI FIR, should avoid active reserved areas in accordance to **ENR 1.1.21**

### 1.2.10 Types of services provided to VFR Flights

1.2.10.1 VFR flights within ATHINAI FIR are provided with:

- Air traffic control service, when operating in airspace Classes C and D;
- Flight information service,
- Alerting service, and
- Search and rescue service.

**Note:** For more details see also **GEN 3.3.3**.

### 1.2.11 Unit providing service to VFR flights

1.2.11.1 Unit responsible for providing flight information service (see **ENR 1.1.10.5.2**), alerting service (see **ENR 1.1.10.6**), and, when applicable, air traffic control service to VFR flights is:

- a) The AFIS unit for VFR flights operating within ATZs of AFIS aerodromes (Category A uncontrolled aerodromes - see also **GEN 3.3.3.7**, **ENR 1.1.1.10.5.4** and **AD 1.1.6.2.2**),
- b) The Tower Control unit, for VFR flights operating within controlled ATZs,
- c) Unit providing Approach control Service to:
  - VFR flights operating within area of its responsibility.
  - VFR flights operating within the lateral limits of this area but below its lowest vertical limits (see **ENR 1.1.10.5.2**).
  - VFR flights operated within ATZs of AFIS aerodromes (Category A uncontrolled aerodromes) that are within the lateral limits of this area but below its lowest vertical limits (see **ENR 1.1.10.5.2**), outside of the HO of the AFIS Aerodrome.

**Note 1:** For VFR flights operating within the area of responsibility of a Unit providing Approach control Service, as well as for the flights following established VFR ROUTES and ALTITUDES within a TMA/MTMA, the responsibility of providing the above services may be assigned to the Tower Control unit, according to local arrangements.

**Note 2:** In IRAKLION TMA KARPATOS AREA:

- i. During KARPATOS AIRPORT HO, IRAKLION APP unit, with call sign IRAKLION APPROACH/RADAR (see **ENR 2.1.5.4**), is providing flight information service to all VFR flights flying within the lateral limits of IRAKLION TMA KARPATOS AREA, from SFC and up to FL125 included, except for LGKP-KARPATOS ATZ and LGKS-KASSOS ATZ during KASSOS AIRPORT HO [see **ENR 1.2.11.1 (a)**].
- ii. Outside KARPATOS AIRPORT HO, Flight Information Service is provided by ATHINAI FIC with call sign ATHINAI INFORMATION, except for LGKS-KASSOS ATZ during KASSOS AIRPORT HO [see **ENR 1.2.11.1 (a)**].

d) ATHINAI ACC or MAKEDONIA ACC, for VFR flights operating in the rest of the ATHINAI FIR / HELLAS UIR above FL195,

e) ATHINAI FIC or MAKEDONIA FIC, for VFR flights operated within:

- I. the rest of the ATHINAI FIR at and below FL195,
- II. TMAs outside the HO of the units referred to c) above and
- III. the ATZs of AFIS aerodromes (Category A uncontrolled aerodromes) that are not within the lateral limits of a TMA, outside of the HO of the AFIS Aerodrome

1.2.11.2 Unit responsible for providing Search and rescue service to VFR flights is, the Joint Rescue Coordination Centre.

**1.2.12 Cruising levels assigned to VFR flights**

1.2.12.1 The cruising levels, at which a VFR flight or a portion of a VFR flight is to be conducted, shall be in accordance to SERA.3110:

- a) flight levels, for flights at or above the lowest usable flight level or, where applicable above the transition altitude;
- b) altitudes, for flights below the lowest usable flight level or, where applicable, at or below the transition altitude.

1.2.12.2 Except where otherwise indicated in air traffic control clearances, VFR flights in level cruising flight when operated above 3000FT (900m) from the ground or water and up to FL195 included shall be conducted at a cruising level appropriate to the track, as specified in the table of cruising levels in Appendix 3 of (EU) 923/2012 (see **ENR 1.2.12.4** below) [SERA.5005 (g)].

1.2.12.3 The cruising levels assigned to controlled VFR flights in level cruising flight above FL195 and up to FL285 included shall be selected from the corresponding (appropriate to the track) levels allocated to IFR flights, as specified in the table of cruising levels in Appendix 3 of (EU) 923/2012 (see **ENR 1.2.12.4** below).

1.2.12.4 Table of Cruising Levels [Appendix 3 of (EU)923/2012].

MAGNETIC TRACK											
GEOGRAPHICAL ROUTE (TRACK)											
From 000 degrees to 179 degrees						From 180 degrees to 359 degrees					
IFR Flights			VFR Flights			IFR Flights			VFR flights		
Level			Level			Level			Level		
FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres
010	1000	300	-	-	-	020	2000	600	-	-	-
030	3000	900	035	3500	1050	040	4000	1200	045	4500	1350
050	5000	1500	055	5500	1700	060	6000	1850	065	6500	2000
070	7000	2150	075	7500	2300	080	8000	2450	085	8500	2600
090	9000	2750	095	9500	2900	100	10000	3050	105	10500	3200
110	11000	3350	115	11500	3500	120	12000	3650	125	12500	3800
130	13000	3950	135	13500	4100	140	14000	4250	145	14500	4400
150	15000	4550	155	15500	4700	160	16000	4900	165	16500	5050
170	17000	5200	175	17500	5350	180	18000	5500	185	18500	5650
190	19000	5800	195	19500	5950	200	20000	6100	205	20500	6250
210	21000	6400	215	21500	6550	220	22000	6700	225	22500	6850
230	23000	7000	235	23500	7150	240	24000	7300	245	24500	7450
250	25000	7600	255	25500	7750	260	26000	7900	265	26500	8100
270	27000	8250	275	27500	8400	280	28000	8550	285	28500	8700
290	29000	8850				300	30000	9150			
310	31000	9450				320	32000	9750			
330	33000	10050				340	34000	10350			
350	35000	10650				360	36000	10950			
370	37000	11300				380	38000	11600			
390	39000	11900				400	40000	12200			
410	41000	12500				430	43000	13100			
450	45000	13700				470	47000	14350			
490	49000	14950				510	51000	15550			
etc.	etc.	etc. etc.				etc.	etc.	etc.			

**Note:** The cruising levels assigned to controlled VFR flights in level cruising flight above FL195 and up to FL285 included shall be selected from the corresponding (appropriate to the track) levels allocated to IFR flights.

**1.2.13 VFR FPL**

1.2.13.1 SUBMISSION OF A FLIGHT PLAN FOR VFR FLIGHTS

1.2.13.1.1 A flight plan shall be submitted for every VFR flight within ATHINAI FIR / HELLAS UIR or across its' international borders. (see **ENR 1.10**).

1.2.13.1.2 The VFR and VFR portions of IFR/VFR flight plans shall be submitted at the Air Traffic Services Reporting Office (ARO), at the departure aerodrome (see also **GEN 3.1.5** and **ENR 1.10.2.4**).

1.2.13.1.3 Where no ATS Reporting Office has been established at an aerodrome, the ATC unit at controlled aerodromes and ATS unit usually collocated at the COM Station Office at Category A uncontrolled aerodromes assume responsibility to replace the duties of a Reporting Office.

1.2.13.1.4 ATSU's at the departure aerodrome will, when appropriate, assist in the completion of the flight plan form. The ATSU receiving a flight plan regarding VFR flights, as well as VFR portions of IFR/VFR flights shall:

- a) check it for compliance with the format and data conventions;
- b) check it for completeness and, to the extent possible, for accuracy,
- c) take action, if necessary, to make it acceptable to the air traffic services; and
- d) indicate acceptance of the flight plan or change thereto, to the originator.

1.2.13.1.5 Relevant ATHINAI and MAKEDONIA FICs telephone numbers are:

- VFR sector: + 30 210 99 72 604
- FIC supervisor: + 30 210 99 72 603

1.2.13.2 COMPLETION OF A FPL

1.2.13.2.1 ICAO FPL form (see **ENR 1.10.5**) shall be followed for VFR FPL submission. ICAO flight plan forms are available at the ATS Reporting Offices of the aerodromes.

1.2.13.3 FLIGHTS THROUGH INTERMEDIATE STOPS

1.2.13.3.1 See **ENR 1.10.8**.

1.2.13.4 TIME OF SUBMISSION

1.2.13.4.1 See **ENR 1.10.2.4**.

1.2.13.5 SUBMISSION OF FPL DURING FLIGHT

1.2.13.5.1 In case of inability to comply with the above paragraph:

- a) Pilot of as VFR flight: requesting provision of ATC service may submit the FPL to the nearest ATS unit during flight:
  - as soon as possible after take-off, or
  - if unable due to lack of radio communication, at a time which will ensure its receipt by the appropriate ATS unit at least 10 minutes before entering into controlled airspace, as applicable.
- b) Pilot of a VFR flight requesting provision of FIS may submit the FPL during flight to the nearest ATS unit as soon as possible after take-off.

1.2.13.5.2 For VFR flight plans submitted during flight (see also **ENR 1.10.6**), the minimum information required is:

1.2.13.5.2.1 VFR Flights in Class C and D airspace

- a) Call Sign
- b) Flight Rules
- c) Type of Flight
- d) Number and type(s) of aircraft
- e) 8.33 kHz equipped
- f) Point of entry and Departure aerodrome or operating site
- g) Point of exit and Destination aerodrome or operating site
- h) Alternate aerodrome or operating site
- i) Route to be followed
- j) Cruising level(s)
- k) Estimated off-block time
- l) Estimated Time Over Significant Points
- m) Estimated Time Of Arrival

1.2.13.5.2.2 VFR Flights in Class E or G airspace

- a) Call Sign
- b) Flight Rules
- c) Type of Flight
- d) Number and type(s) of aircraft



- e) 8.33 kHz equipped
- f) Point of entry and Departure aerodrome or operating site
- g) Point of exit and Destination aerodrome or operating site
- h) Alternate Aerodrome or operating site
- i) Route to be followed
- j) Cruising level(s)
- k) Estimated off-block time
- l) Estimated Time Over Significant Points
- m) Estimated Time of Arrival
- n) Fuel endurance
- o) Total number of persons on board

**Note 1:** For Flight Plans submitted during flight, the information provided in respect of departure aerodrome will be an indication of the location from which supplementary information concerning the flight may be obtained if required.

**Note 2:** For flight plans submitted during flight the information to be provided in lieu of the estimated off-block time shall be the time over the first point of the route to which the flight plan relates.

#### 1.2.13.6 ACTIVATION OF A FLIGHT PLAN

1.2.13.6.1 See **ENR 1.10.9.1**.

#### 1.2.13.7 CHANGES TO A SUBMITTED FPL

1.2.13.7.1 See **ENR 1.10.9.2**.

#### 1.2.13.8 DELAY MESSAGE OF A SUBMITTED FPL

1.2.13.8.1 See **ENR 1.10.9.3**.

#### 1.2.13.9 CANCELLATION OF A SUBMITTED FPL

1.2.13.9.1 See **ENR 1.10.9.4**.

#### 1.2.13.10 CLOSING A FPL (SERA.4020)

##### 1.2.13.10.1 CLOSING A FLIGHT PLAN FOR THE ENTIRE FLIGHT OR THE REMAINING PORTION OF A VFR FLIGHT LANDING AT AN AERODROME OR OPERATING SITE WITH ATS PROVISION.

1.2.13.10.1.1 Submission of an arrival report **is not required** for a VFR flight for which a flight plan has been filed covering the entire flight or the remaining portion of the flight to the destination aerodrome within ATHINAI FIR/HELLAS UIR, after landing on an aerodrome or operating site where air traffic services are provided, on condition that radio communication or visual signals indicate that the landing has been observed.

##### 1.2.13.10.2 CLOSING A FLIGHT PLAN FOR THE ENTIRE FLIGHT OR THE REMAINING PORTION OF A VFR FLIGHT LANDING AT AN AERODROME OR OPERATING SITE WITHOUT ATS PROVISION.

1.2.13.10.2.1 An arrival report **is required** by a VFR flight for which a flight plan has been submitted, covering the entire flight or the remaining portion of the flight to the destination aerodrome or operating site within ATHINAI FIR/HELLAS UIR, if air traffic services are not provided at the aerodrome or operating site. The arrival report shall be made in person, by radiotelephony or by the quickest communication means available (landline/mobile phone, FAX), at the earliest possible moment and not later than 15 minutes after landing at the arrival aerodrome or operating site, to the appropriate air traffic services unit.

1.2.13.10.2.2 When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.

##### 1.2.13.10.3 CLOSING A FLIGHT PLAN FOR A PORTION OF A FLIGHT OTHER THAN THE REMAINING PORTION OF A VFR FLIGHT WITH INTERMEDIATE STOPS AT AERODROMES OR OPERATING SITES WITH ATS PROVISION.

1.2.13.10.3.1 When a flight plan with intermediate stops at aerodromes or operating sites where air traffic services are provided within ATHINAI FIR/HELLAS UIR, has been submitted only in respect of a portion of a flight other than the remaining portion of a flight to destination, it shall be closed by an appropriate report to the relevant air traffic services unit.

##### 1.2.13.10.4 CLOSING A FLIGHT PLAN FOR A PORTION OF A FLIGHT OTHER THAN THE REMAINING PORTION OF A VFR FLIGHT WITH INTERMEDIATE STOPS AT AERODROMES OR OPERATING SITES WITHOUT ATS.

1.2.13.10.4.1 When a flight plan with intermediate stops at aerodromes or operating sites where air traffic services are not provided, within ATHINAI FIR/HELLAS UIR, has been submitted only in respect of a portion of a flight other than the remaining portion of a flight to destination, it shall be closed by an appropriate report to the relevant air traffic services unit by the quickest communication means available (landline/mobile phone, FAX), at the earliest possible moment and not later than 15 minutes after landing at the arrival aerodrome or operating site.

**Note:** In the above cases of **ENR 1.2.13.10.2.1**, **ENR 1.2.13.10.2.2**, **ENR 1.2.13.10.4.1** paragraphs, when an ATS unit receiving an arrival report has not responsibility on the arrival aerodrome or operating site, shall transmit the arrival report to the appropriate ATS unit and the FIC.

#### 1.2.13.10.5 INFORMATION ELEMENTS OF ARRIVAL REPORTS

1.2.13.10.5.1 Arrival reports made by aircraft shall contain the following elements of information:

- a) aircraft identification;
- b) departure aerodrome or operating site;
- c) destination aerodrome or operating site (only in the case of a diversionary landing);
- d) arrival aerodrome or operating site;
- e) time of arrival.

1.2.13.10.5.2 Whenever an arrival report is required, failure to comply with the above may:

- a) render the provision of Alerting and Search and Rescue Service to aircraft in need impossible;
- b) cause serious disruption in the air traffic services and incur great expense in carrying out unnecessary search and rescue operations.

**Note:** Moreover, it is emphasized that any unnecessary provocation of Search and Rescue operation is a serious offence.

#### 1.2.14 Monitoring of VFR flight in progress

1.2.14.1 VFR flight monitoring is achieved:

- a) By position reporting over significant reporting points.
- b) By an "Operation Normal" report every 30 minutes, if no such points exist.
- c) By determining the time of the next expected report, after coordination, prior or during flight, between the pilot and the appropriate ATS unit, if its known that no adequate radio communication means are available in the area of operation. This time cannot, in any case, be posterior than the estimate time of arrival.

#### 1.2.15 Change from VFR to IFR flight

1.2.15.1 An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall [SERA.5005(j)]:

- a) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan (see Note 1); or
- b) submit a flight plan to the appropriate air traffic services unit as soon as practicable and obtain a clearance prior to proceeding IFR when in controlled airspace (see Note 2).

**Note 1:** The change of a VFR flight to IFR flight before departure shall be in compliance with the provisions prescribed in **ENR 1.10.2.4** and **ENR 1.10.9.2**.

**Note 2:** The time of submission of a FPL during flight shall be as prescribed in **ENR 1.10.2.5**

**Note 3:** When a VFR flight requests change to IFR flight after departure, the pilot should be advised of any ATFCM restrictions and subsequent delays at the destination aerodrome.

#### 1.2.16 Assistance to VFR Flights

1.2.16.1 Strayed VFR flights and VFR flights encountering adverse meteorological conditions.

1.2.16.1.1 A strayed aircraft is an aircraft which has deviated significantly from its intended track or which reports that it is lost.

1.2.16.1.2 A VFR flight reporting that it is uncertain of its position or lost, or encountering adverse meteorological conditions, should be considered to be in a state of emergency and handled as such.

1.2.16.1.3 The controller shall, under such circumstances, communicate in a clear, concise and calm manner and care shall be taken, at this stage, not to question any fault or negligence that the pilot may have committed in the preparation or conduct of the flight.

1.2.16.1.4 As soon as an ATS unit becomes aware of a strayed aircraft it shall take all necessary steps as outlined in a) and c) to assist the aircraft and to safeguard its flight [SERA.11010(a)].

- a) If the aircraft's position is not known, the air traffic services unit shall:
  - i) attempt to establish two-way communication with the aircraft, unless such communication already exists; use all available means to determine its position;
  - ii) inform other air traffic services units into whose area the aircraft may have strayed or may stray, taking into account all the factors which may have affected the navigation of the aircraft in the circumstances;
  - iii) inform, in accordance with locally agreed procedures, appropriate military units and provide them with pertinent flight plan and other data concerning strayed aircraft;
  - iv) request from the units referred to in iii) and iv) and from other aircraft in flight every assistance in establishing communication with the aircraft and determining its position.
- b) The requirements in a) iv) and a) v) shall apply also to air traffic services units informed in accordance with a) iii).
- c) When the aircraft's position is established, the ATS unit shall:

- i) advise the aircraft of its position and the corrective action to be taken. This advice shall be immediately provided when the ATS unit is aware that there is a possibility of interception or other hazard to the safety of the aircraft; and
- ii) provide, as necessary, other air traffic services units and appropriate military units with relevant information concerning the strayed aircraft and any advice given to that aircraft.

1.2.16.1.5 Depending on the circumstances, the pilot should be requested to provide any of the following information considered pertinent so as to better provide assistance:

- a) aircraft flight conditions;
- b) position (if known) and level;
- c) airspeed and heading since last known, if pertinent;
- d) pilot experience;
- e) navigation equipment carried and if any navigation aid signals are being received;
- f) SSR mode and code selected if relevant;
- g) departure and destination aerodromes;
- h) number of persons on board; and
- i) endurance.

1.2.16.1.6 If communications with the aircraft are weak or distorted, it should be suggested that the aircraft climb to a higher level, provided meteorological conditions and other circumstances permit.

1.2.16.1.7 Navigational assistance to help the pilot determine the aircraft position may be provided by use of an ATS surveillance system, direction-finder, navigation aids or sighting by another aircraft. Care must be taken when providing navigational assistance to ensure that the aircraft does not enter cloud.

1.2.16.1.8 The pilot of a VFR flight encountering adverse meteorological conditions should be provided with reports and information on suitable aerodromes in the vicinity where visible meteorological conditions exist. If reporting difficulty in maintaining or unable to maintain VMC, the pilot should be informed of the minimum flight altitude of the area where the aircraft is, or is believed to be. If the aircraft is below that level, and the position of the aircraft has been established with a sufficient degree of probability, a track or heading, or climb, may be suggested to bring the aircraft to a safe level.

1.2.16.1.9 Assistance to a VFR flight should only be provided using an ATS surveillance system upon the request or concurrence of the pilot. The type of service to be provided should be agreed with the pilot.

1.2.16.1.10 When providing such assistance in adverse meteorological conditions, the primary objective should be to bring the aircraft into VMC as soon as possible. Caution must be exercised to prevent the aircraft from the entering cloud.

1.2.16.1.11 Should circumstances be such that IMC cannot be avoided by the pilot, the following guidelines may be followed:

- a) other traffic on the ATC frequency not able to provide any assistance may be instructed to change to another frequency to ensure uninterrupted communications with the aircraft; alternatively the aircraft being assisted may be instructed to change to another frequency;
- b) ensure, if possible, that any turns by the aircraft are carried out clear of cloud;
- c) instructions involving abrupt manoeuvres should be avoided; and
- d) instructions or suggestions to reduce speed of the aircraft or to lower the landing gear, should, if possible, be carried out clear of cloud.

**Note:** The possibility of a VFR flight becoming strayed as a result of encountering adverse meteorological conditions must be recognized.